

The Weather
Highest temperature yesterday... 96
Lowest temperature last night... 50
Forecast for southwest Oregon:
Unsettled tonight, Saturday probably fair, normal temperature.

ROSEBURG News-Review

DOUGLAS COUNTY
"The End of the Homeseeker's Trail"

VOL. XXVIII NO. 61 OF ROSEBURG REVIEW ROSEBURG, OREGON, FRIDAY, JULY 1, 1927. VOL. XVIII NO. 136 OF THE EVENING NEWS

BYRD'S PLANE CRASHES INTO OCEAN 200 YARDS FROM COAST OF FRANCE

IMPENETRABLE FOG AND FAILURE OF COMPASS PREVENTED LANDING IN PARIS, BYRD'S EXPLANATION

America Wandered Helplessly in Circles Till Gasoline and Oil Gave Out, Compelling Descent Into the Sea—Impact Damages Plane But Not Beyond Hope of Salvaging—Citizens Give Reception.

(Associated Press Lensed Wire.)
VER-SUR-MER, France, July 1.—An account of how the America came down and how Commander Byrd and his three companions got ashore was given by the commander himself to Max Rathey, a French aviator and journalist, who brought an Associated Press correspondent here from Paris in an airplane.

It was the arrival of the Associated Press airplane which woke Commander Byrd up, he told Rathey, when the aviator met him in the kitchen of the home of the deputy-mayor of this village.

"Commander Byrd," said Rathey, "on being awakened met me in the kitchen, where we had a meal. He said the arrival of the Associated Press plane woke him up. He was uneasy about the sack of United States mail which he carried in the America and which had been left at the lighthouse after having been taken from the plane."

"Byrd told me that just before the America came down he and his companions had been turning around and around in the fog without knowing where they were. Virtually no oil was left and no gasoline."

"We had no choice but to seek a landing," Byrd said. "When we struck water the tail of the airplane was torn off together with the landing wheels. We immediately began to get out our rubber boat. We were up to our breasts in water. We got ashore but had no idea where we were."

Doumergue, Mayor of Ver-sur-Mer, said: "Do you think you'll go to Paris?" I asked.

"To tell you the truth, I don't know what we will do," he replied.

"Commander Byrd, reverting again to his landing, said: "We sat on the beach until four a. m. and waited until the deputy-mayor and the fisherman, Marius arrived."

"Then while the commander and I were talking, the assistant prefect of Baye came in and with great seriousness, and formally presented the congratulations of President Doumergue, Prime Minister Poincaré and the French government."

May Have Reached Paris
Commander Byrd, explaining the wanderings of the America in the fog over France for many hours and his final landing in the sea at Ver-sur-Mer, said that his compass had gone wrong shortly after the America had reached the coast of France in the vicinity of Brest.

Then the thick fog held the plane and they did not know where they were.

He said that they might have been near Paris at one time but that they could not be sure. When their gas and oil was nearly run out, Commander Byrd said, the America was headed in the direction where the sea was thought to lie in the hope that a safer landing could be made there than on unseen terrain.

The commander said that the America was driven until the fuel was virtually used up. He sent down a flare and then followed with the plane.

Plane Damaged
Commander Byrd said that the plane struck shallow water and the landing gear was torn off. The plane quickly submerged to the wings to which the fliers clung until they succeeded in launching their rubber life boats.

As soon as this was done they took their instruments, personal effects and a sack of mail ashore where they waited two hours in the rain before they were discovered by the villagers and taken in to their homes.

Commander Byrd estimated that he flew 4200 miles from the time of leaving Roosevelt field until his landing at Ver-sur-Mer.

Salvage Improbable
The commander expressed hope that he would be able to save his ship but aviators who had seen the plane today expressed the opinion that the hopes of salvage were slight as the plane was breaking up in the sea.

Commander Byrd said that he would like to fly to Paris from Ver-sur-Mer, but that he had no idea of returning to New York by air even if the plane were in condition to make the journey.

The citizens of this little sea resort gave the aviators a reception in the town hall this afternoon and (Continued on page 5)

PEACE SEEN AS LONG AS U. S. IS MASTER OF AIR

(Associated Press Lensed Wire.)

TOKYO, July 1.—The Honolulu flight of the United States army aviators, Lieutenant Lester J. Maitland and Lieutenant Albert Hegenberger, indicates that a flight between the United States and Japan is now possible, says Mainichi Shimbun, editorially today.

The paper, expressing the opinion that the enormous development of airplanes and other war implements makes war increasingly improbable, says that "sky quakes" as it characterizes a possible war in the air are avoidable.

"America need not fear war with Japan, either actual or imaginary, as the Japanese are not so foolish as deliberately to cause national ruin through evoking a sky quake," the paper says. "As long as America dominates the air, the atmosphere of the Pacific is safe."

DISTRICT KIWANIS CONFERENCE WAS WELL ATTENDED

International Representative Gave Inspirational Talk on History and Aims of Organization.

The spacious assembly room at the Country Club was crowded to capacity yesterday by Kiwanians from the 7th district who met at noon for a district conference and program, which was one of the most successful gatherings of the kind ever held locally. Many of the wives of club members were present and special entertainment was provided for them.

T. H. Ness of the Roseburg club, presided over the program which consisted of selections by the Roseburg Kiwanis orchestra, club singing and special features by the Reedport and Eugene clubs. The Reedport club presented a vocal duet by Mrs. Karl R. Stone and Mrs. Frank L. Taylor, with Mrs. Stanley D. Chapin at the piano, and also a vocal solo by Mrs. Chapin with Mrs. Taylor accompanist. Junior Bruhn entertained with several numbers on the marimba, while the Eugene club was represented by a male quartette that was forced to respond to numerous encores.

Following the entertainment the meeting was turned over to George C. Hughes, lieutenant governor of Kiwanis clubs who in turn introduced (Continued on page 3.)

LAND OFFICE BRIDGE ISSUE CONSOLIDATION BEFORE CITY VOTERS JULY 8

Work of Portland District Is Taken Over Locally. New Structure Over Deer Creek Believed to Be Needed.

RECORDS RECEIVED ENGINEER REPORTS

Roseburg District Third in United States From Standpoint of Revenue. City Would Save Money by Building New State Engineer Says in Letter to Mayor.

The Roseburg land office today took over the business of the Portland office assuming jurisdiction over all government lands west of the Cascades in Oregon. The consolidation, ordered several months ago, became effective this morning, the business of the two offices being united under the one control. The records and files arrived from Portland this morning, there being three tons of these records. The office furniture is also to be moved to this city and should arrive soon.

The principal transfer from Portland includes 350 live homestead entries. The bulk of the Portland work has been confined to homestead activities, most of the government timber lying outside the Portland district.

The Roseburg office, to which is now added the Portland business, has for many years been one of the largest in the United States from the standpoint of volume of business. It has, in fact, been surpassed only by offices exercising jurisdiction over oil lands, where revenues from oil royalties were heavy. Among all of the offices of the country, however, Roseburg stood in third place last year. For the past four years the office has handled over \$500,000 worth of business. The Portland office has averaged around \$100,000.

Business Increasing
"The land office business in this district is increasing," H. A. Canaday, register and receiver, stated today. "As the timber is being sold and cut the lands are being opened to homestead, so that the indications point to an increasing business for many years."

"We now have over one million acres of homestead land open to entry not counting the hundreds of homesteads upon which filings (Continued on page two.)

LONG DISTANCE FLYING RECORD IS SET BY BYRD

(Associated Press Lensed Wire.)

NEW YORK, July 1.—A new long distance flying record of 3,812 miles appeared to have been established today by Commander Richard E. Byrd in his flight from New York to Ver-sur-Mer, France.

The distance the America was estimated to have covered in its flight from Roosevelt field to Paris was 3,637 miles and reports were that the plane reached Paris and then headed west, landing in the sea off Ver-sur-Mer, 175 miles away.

The previous long distance record was set by Clarence D. Chamberlin and Charles A. Levine, who in their flight from New York to Klingen, Germany, covered approximately 3,790 miles.

Chamberlin and Levine were in the air approximately 42 hours, while Byrd and his companions by landing at 5:45 a. m. (Paris time) were in the air 39 hours and 56 minutes.

Charles A. Lindbergh in his flight from New York to Paris flew a shorter course than Byrd, covering 3,610 miles in 33 hours and 29 minutes.

SUPREMACY OF WRIGHT ENGINE IS ESTABLISHED

Byrd's Flight Strengthens Leadership of Motor Cooled by Air.

(Associated Press Lensed Wire.)

WASHINGTON, July 1.—The use of the air cooled type of airplane motor in long distance flying and radio communication from aircraft were depicted in statements by navy aviation officials today as outstanding achievements in the series of trans-oceanic flights, climaxed by Commander Byrd's trip, in spite of its unsuccessful termination.

The analysis of the flight's value in aviation progress, including one by Secretary Wilbur, also stressed the practicability of the airplane in long distance commercial and military flying.

Secretary Wilbur's comment dealt not only with Byrd's achievement but all of the recent American air exploits, and was issued simultaneously with letters of commendation to Byrd and his companions (Continued from page 2.)

FOUR AVIATORS REACH SHORE ON PNEUMATIC RAFT; AMERICA LATER SALVAGED FROM SURF

Descent Into Sea Forced When Gas Supply Is Exhausted After Hours of Futile Groping In Downpour and Dense Fog—Thought To Have Once Flown Over Paris

(Associated Press Lensed Wire.)

VER-SUR-MER, France, July 1.—Out of gasoline and groping blindly through fog and rain to find a safe haven, the trans-Atlantic plane America descended safely in the sea early this morning near this town on the coast of Normandy.

Successful in their valiant effort to span the Atlantic, but 175 miles west of their goal, Paris, the American aviators headed by Commander Richard E. Byrd made their way through the sea 200 yards to shore with the aid of a pneumatic raft which they had been able to inflate just before their plane struck the water.

Tired by their long air voyage that had carried them across the Atlantic and in a vain cruise in the fog and rain above France to find the flying field at Le Bourget, the American fliers went to bed almost as soon as they had made their way to shore with the help of fishermen and the keeper of the lighthouse here.

It was 2:20 a. m., French time, that the American fliers, seeking land and safety after their long voyage through the air, dropped into the sea about 200 yards from shore and were quickly into the water to their elbows.

Manning their rubber rowboat raft, which was part of the equipment of the plane, they made several trips to shore, saved all the most important equipment of their ship and then went to sleep at the homes of their French hosts who took them in with gracious hospitality.

Only the top edge of the plane's wing was above the surface of the sea, but the fliers, their minds once more easy after their long battle with fog and rain, slept peacefully until called at 3 o'clock this afternoon at their orders.

Aviators Kindly Treated

Commander Byrd, who had added to his laurels of being the first man to fly across the North Pole the new distinction of spanning the Atlantic through unusually unfavorable storm conditions, was very tired, but was not too tired to write up his log of the flight.

He chatted with his hosts and drank a glass of milk before retiring in the home of Joseph Grolf, deputy mayor of Ver-sur-Mer.

Commander Byrd declared that the America had encountered bad weather all the way from the United States. Fog had kept them from finding the air lane to Paris and had forced them to grope blindly in the air until they had no choice but to make a descent as best they could when their gasoline ran out.

With things made as shipshape aboard their plane as possible, the American aviators divided into two groups, going to different houses, to obtain much needed rest.

Commander Byrd and Lieutenant George O. Noville, radio engineer and alternate pilot, went to the home of the deputy mayor, while Bert Acosta, the pilot and Lieutenant Bert Balchen, the fourth member of the crew, went to the home of the lighthouse keeper, Lorcop. They were sound asleep in a few minutes and their hosts set up a guard to keep them from being disturbed.

PARIS, July 1.—The trans-Atlantic flight of Commander Byrd after hard luck and tremendous difficulty ended just after dawn today in the sea 200 yards from the beach of the little seaside resort of Ver-sur-Mer, 175 miles west of Paris.

The aviators swam ashore and immediately went to sleep in a little cottage to which they were taken. The monoplane America was badly damaged—how badly awaited determination till the worn out fliers should have a good sleep.

From the advices reaching Paris, it appeared the plane came down at 5:45 o'clock, which would mean they were in the air 39 hours and 56 minutes from the time they left Roosevelt field, N. Y., with Paris as the goal.

Death Constantly Faced
Presumably the fliers faced death in their flight that lasted for almost two days. For hours over the Atlantic they were unable to see the ocean or determine with any accuracy, except with the aid of the radio, just where they were. On three occasions even the tips of the wings were obscured from the anxious man in the pilot's seat.

But it was over land itself that the greatest peril came. In the darkness of a rainy and stormy night, when their compass failed to work, they literally wandered about high in the air, seeking a place to come down. The radio guided them over the sea but somehow it failed on land. When their own signals were heard as they were at frequent intervals, the receiving stations were unable to locate their position in the sky.

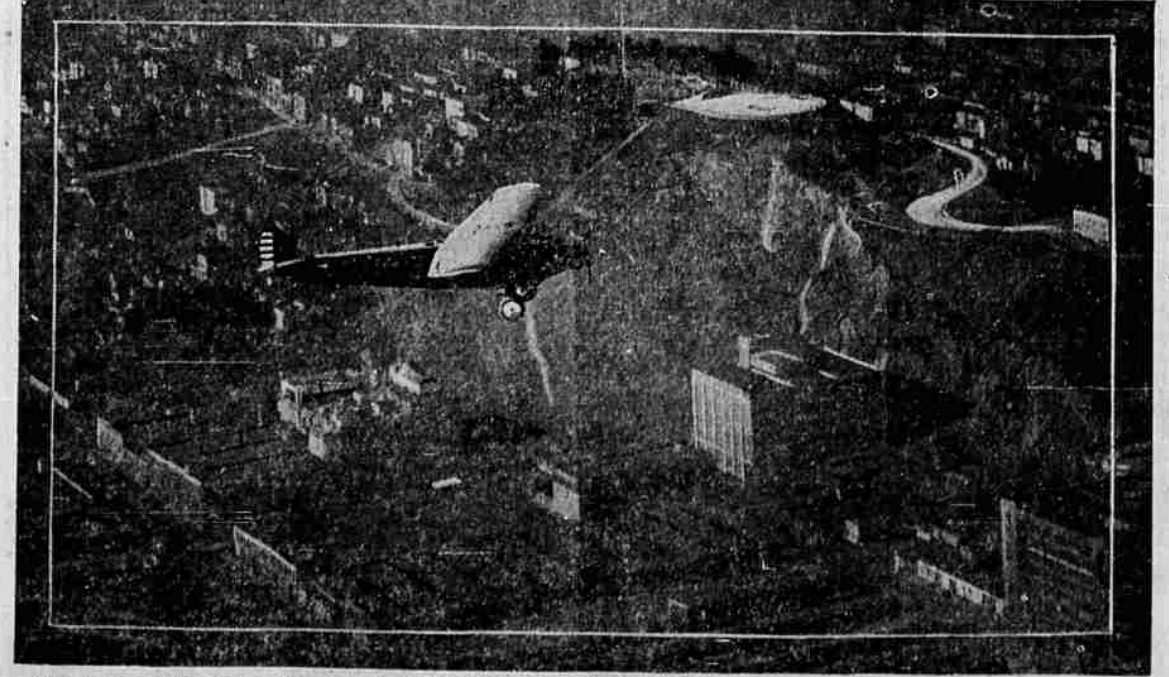
Wander Helplessly in Air
The most critical time of all came when it seemed to all the observers that they must be over Paris searching through clouds and fog for the lights of the Le Bourget field. Then their signals ceased. At last, at 1:25 o'clock in the morning came an appeal for guidance. But no one knew where they were and help was impossible. Anxious watchers around were forced to wait helplessly throughout the remaining hours of darkness, unable even to guess where the plane had gone.

The reports from Ver-sur-Mer indicate that they actually were over Paris at three o'clock in the morning, and that for some reason, as yet unexplained, they turned about and went westward again. The last place the plane was actually seen was at Brest, about 200 miles west of the spot where it came down. That was at 8:23 p. m., when the French Cable company announced it had clearly seen the distinguishing marks of the craft.

After that the air was filled with all sorts of incorrect reports that the plane had been sighted, even that it had landed safely at Issy Les Moulineaux. The landing at Issy was announced by Commandant Renouise of Le Bourget air field, and the prospect of peace.

(Continued on page 4.)

Army Fokker Starts Pacific Flight



This is the army's giant Fokker as it flashed by Telegraph Hill, San Francisco, on its way out of the Golden Gate across the Pacific to Honolulu. (Copyright, 1927, by NEA Service, Inc.)